





## Intimations.

DAKIN BROS. OF CHINA,  
LIMITED.CHEMISTS  
ANDAERATED WATER  
MANUFACTURERS.THE Factory is fitted with a Steam Plant of  
the most improved type equal to that of a first  
class English concern.

MANUFACTURED DAILY—

SODA WATER in Bombay Sized Bottles,

LEMONADE,

TONIC WATER,

GINGER ALE, Belfast flavour,

SARSAPARILLA,

PHOSPHOZONE,

LEMON SQUASH.

Nos. 22 &amp; 24, QUEEN'S ROAD CENTRAL.

A. S. WATSON &amp; CO., LD.

WINES AND SPIRITS.

WE invite attention to the following Brands,  
all of which are excellent quality and  
good value for the money.

The same being specially selected by our  
London House, and brought direct from the most  
noted Shippers, are imported in wood and bottled  
by ourselves, thus enabling us to supply the best  
growth at moderate prices.

In ordering it is only necessary to state the  
name and quantity of Wine or Spirit wanted,  
and initial letter for quality desired.

PORTS. (For Invalids and general use).

	Per doz.	Per Case.
A Alto Douro, good quality,		
Green Capsule	\$10	\$1.00
B Vintage, superior quality,		
Red Capsule	12	1.10
C Fine Old Vintage, superior		
quality, Black Seal Cap-		
sule	14	1.25
D Very Fine Old Vintage, extra		
superior, Violet Capsule	18	1.50

(Old Bottled)

	Per doz.	Per Case.
A Delicate Pale Dry, dinner		
wine, Green Capsule	6	0.60
B Superior Pale Dry, dinner		
wine, Green Seal Capsule	7.50	0.75
C Manzani, Pale Natural		
Sherry, White Capsule	10	1.00
CC Superior Old Dry Pale		
Natural Sherry, Red Seal		
Capsule	10	1.10
D Very Superior Old Pale Dry,		
choice old Wine, White		
Seal Capsule	12	1.10
E Extra Superior Old Pale Dry,		
very finest quality, Black		
Seal, Capsule (Old Bot-		
tled)	14	1.25

CLARETS.

	Per doz.	Per Case.
A Superior Breakfast Claret,		
Red Capsule	4	\$4.50
B St. Estephe, Red Capsule	4.50	5.00
C St. Julien, Red Capsule	7	7.50
D La Rose, Red Capsule	11	12.00

MADEIRA, HOCK AND CHAMPAGNES.

FULL PARTICULARS OF THE VARIOUS BRANDS  
IN STOCK ON APPLICATION.

BRANDY.

	Per doz.	Per Case.
A Hennessy's Old Pale, Red		
Capsule	\$13	\$1.20
B Superior Very Old Cognac,		
Red Capsule	15	1.40
C Very Old Cognac,		
Red Capsule	20	1.75
D Hennessy's Finest Very Old		
Liqueur Cognac, 1875		
Vintage, Red Capsule	30	2.50

SCOTCH WHISKY.

	Per doz.	Per Case.
A Thorne's Blend, White Cap-		
sule	8	0.75
B Watson's Glenorchy, Mellow		
Blend, Blue Capsule with		
Name and Trade Mark	8	0.75
C Watson's Abouloir-Glenlivet,		
Red Capsule, with Name		
and Trade Mark	8	0.75
D Watson's Very Old Scotch		
Malt Whisky, Gold Capsule	10	1.00
E Watson's Very Old Scotch		
Whisky, Gold Capsule	12	1.10

IRISH WHISKY.

	Per doz.	Per Case.
A John Jameson's Old, Green		
Capsule	8	0.75
B John Jameson's Fine Old,		
Green Capsule	10	1.00
C John Jameson's Very Fine		
Old, Green Capsule	12	1.10
D Genuine Bourbon Whisky, Blue		
old, Red Capsule, with		
Name	10	1.00

GIN.

	Per doz.	Per Case.
A Fine Old Tom, White Cap-		
sule	4.50	0.40
B Fine Unsweetened, White		
Capsule	4.50	0.40
C Fine A. V. H. Geneva		
	5.25	0.50

RUM.

	Per doz.	Per Case.
Finest Old Jamaica, Violet		
Capsule	12	1.00
Good & sweet Island	\$1.50	per Gallon.

LIQUEURS.

	Per doz.	Per Case.
Benedictine Maraschino		
Curacao Herberg's Cherry Cordial		
Chartrons Dr. Slegers' Angostura		
Bitters, &c.		

PRICES ON APPLICATION.

A. S. WATSON & CO., LD.

THE HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

Hongkong, 4th February, 1892.

For Sale.  
NOW READY.

[PUBLISHED BY AUTHORITY.]

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HONG LIST FOR THE FAR EAST"

FOR 1892.

THIS Valuable Work, with many NEW  
ADDITIONS AND IMPROVEMENTS,  
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Pedder's Hill,  
Hongkong, January 23rd, 1892.

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions,  
Advertisements, &c., be addressed to the "Manager, Hongkong  
Telegraph," and not to the Editor.

Letters on Editorial matters to be sent to "The Editor" and  
not to individual members of the staff.

Communications intended for publication must be accompanied  
by the name and address of the writer, and not necessarily for  
publication; but as evidence of good faith.

The columns of the Hongkong Telegraph will always  
be open to the free discussion of all questions  
affecting the colony, but it is distinctly understood that  
the Editor does not in any way hold himself responsible for  
opinions thus expressed.

TO ADVERTISERS.

Advertisements are requested to forward all notices intended for  
insertion in that day's issue not later than Three o'clock on the  
day before the day of publication.

Advertisements and Subscriptions which are not ordered for a  
fixed period will be continued until discontinued.

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TO SUBSCRIBERS.

Subscribers to the Hongkong Telegraph are respectfully  
requested that all Subscriptions be paid in advance.

The Hongkong Telegraph.

HONGKONG, MONDAY, APRIL 25, 1892.

TELEGRAMS.

THE PEARL CASE.

LONDON, April 14th.

It is reported that Mrs. Osborne will be  
released from gaol a fortnight hence.

THE BRAZILIAN FEDERATION.

The province of Matto Grosso in Brazil has  
seceded from the Brazilian federation.

LOCAL AND GENERAL.

The returns of the number of visitors to the City  
Hall Museum for the week ended April 24th,  
are—Europeans, 90; Chinese, 1,203; total  
1,293.

A REGULAR meeting of Zealand Lodge, No. 535,  
will be held in Freemasons' Hall, Zealand Street,  
on Monday, the 2nd proximo, at 8.30 for 9 p.m.;  
precisely. Visiting brethren are cordially invited.

At the Magistracy to-day Inspector Mann had  
44 gamblers to present at court—15 from Second  
Street yesterday, and 29 from First Street on  
Saturday evening. The usual fines were im-  
posed in all cases.

The Registrar General's report for the year  
1891—a very lengthy and not particularly enter-  
taining document—was laid on the Council  
table this afternoon. We shall doubtless have  
an opportunity of dealing with it later on.

Friend: "Why did you get married so soon  
after the death of your husband?"  
Widow: "My dear, if there was any one thing  
that my poor, dear dead and gone husband  
insisted upon, in season and out, it was that I  
should never put off till to-morrow what I could  
do to-day."

A REPORTER'S life in New York is not a happy  
one. Two representatives of one paper were  
recently sent to surreptitiously investigate a  
hospital where the patients were suffering from  
such diseases as small-pox and typhoid fever,  
and threaten from another paper were arrested  
while engaged as scavengers in cleaning the  
streets.

TO-DAY there was a remarkable instance of a  
"private" launch being on exactly the same foot-  
ing as the launch which was blown up last year,  
thereby causing the survey regulations to be  
made so stringent. It is urged that "private"  
launches are used for "bathing parties,"  
"picnics" and so on. The Ballyhoo yacht, for  
instance, Ab. well, this "yacht" goes towing  
tanks all over the waters of the Colony, every-  
bit as much as if it were licensed. But it is not  
licensed to ply for hire, so probably the owner of  
the junk made his payment for sewage in some  
indirect way, and evaded the law. Anyhow,  
there it was, in broad daylight, the Ballyhoo  
steam "yacht" doing the work of a Chinese tug-  
boat, and carrying the Ordinance entirely. Stop  
up, please, Mr. B. and explain.

We are informed by the Agents (Messrs. D.  
Sassoon, Sons & Co.) that the steamer Lightning,  
from Calcutta, left Singapore yesterday evening  
for this port.

On the 10th day of December, 1891, no fewer  
than 770 English banks stopped payment. The  
Bank of England's credit was saved by the  
timely issue of £1 notes.

It is to be noted that about the first to turn out  
the fire on Saturday night were the  
"Shanghai Boys," whose seamstress was highly  
commendable. Their assistance in case of fire  
in the Colony will undoubtedly be highly  
appreciated.

A WRITER in the Cornhill Magazine says:  
"For a humorous and yet faithful description  
of an execution, commend me to the gentleman  
whose father had so suffered: 'Father fell off a  
caffold,' he explained, 'outside Newgate, talking  
to a clergyman.'"

WHEN the Adon was going out of the Vangie  
river on Sunday week she ran down a Foochow  
junk close to the Wooning bar, and cut her  
nearly down to the water's edge. But for the  
poles with which she was laden, the junk would  
have sunk. Cause of the accident—the usual  
"joss pig" manoeuvre across the bows of the  
steamer.

H.E. VICE-ADMIRAL Sir E. Fremantle was all  
over the Colony yesterday, viewing the land  
from the heights of the Peak and Magazine Cap  
district. No doubt he was pleased with the  
sight of the hideous red-brown Lander and the  
resuscitated Tui, well into the foreground.  
This morning H.E. received a visit from the  
Governor.

"HAVE you change for sixpence?" asked the  
tramp.  
"Yes," replied the gentleman. "Where is  
the sixpence?"  
"I haven't one, but I thought if you had change  
for sixpence, you might have a copper or two  
for a poor man who's been better days. All the  
gentle I have asked for help said they hadn't any  
change."

The Imperial train lately completed for the  
German Emperor has cost the Prussian exche-  
quer nearly 4,000,000 marks and has occupied  
more than three years in construction. Its  
eleven carriages, connected by corridors, include  
a study hall with real Gobelin tapestry from  
Charlottenburg, a saloon upholstered in white  
satin, a nursery, a reception-room adorned with  
marble statuary, an oak dining-room, a kitchen  
and bedrooms for several guests.

THE standard work on New South Wales  
Supreme Court procedure is "Phipps's Practice."  
This book, the Sydney Bulletin says, was really  
only edited by Mr. Phipps, the Chief Justice.  
It was made by Frank J. Smith (who last  
week received seven years' penal servitude) and  
another legal gentleman, who not long since got  
three years for forgery. From which it would  
seem that even lawyers who compile books for  
the guidance of others can't always keep out of  
gaol themselves.

LORD KNUTSFORD writes to Governor Robinson  
under date the 19th March—"I am desired by  
her Majesty the Queen and their Royal High-  
nesses the Prince and Princess of Wales, before  
whom I duly laid the resolution of condolence  
passed by the Legislative Council, which  
was enclosed in your despatch No. 51 of  
the 9th ultimo, to request you to convey their  
sincere thanks to the Legislative Council for this  
invaluable expression of sympathy with them in  
their irreparable bereavement which they have  
sustained by the death of his Royal Highness  
the Duke of Clarence and Avondale."

SOME modern philosopher has given in these  
eleven lines the summary of life—  
7 years in childhood's sport and play..... 7  
7 years in school from day to day..... 14  
7 years at trade or college life..... 21  
7 years to find a place and wife..... 28  
7 years to building upward again..... 35  
7 years to business, heavily laden..... 42  
7 years for some wild goose chase..... 49  
7 years for wealth and bootless race..... 56  
7 years for harding for your life..... 63  
7 years in weakness, pain and care..... 70  
Then die and go—you should know where.

THAT "Brownie," the chuckle-headed penny-  
aligner who foists upon his reader so much sickening  
drivel week after week, should look before he  
leaps evidenced by the proceedings in Council  
to-day when the Po Leung Kuk bubble burst with  
a vengeance, giving the lie to the contem-  
ptible scepter which was waved into Salu-  
tation by the following literary senti-  
ment: "That although his letter bears the impress  
of the accuracy of language and moderation of tone  
as characteristic of Mr. Ede, somehow it has  
not succeeded in carrying conviction with it."  
No conviction, eh? H.E. the Governor, Mr.  
Chater, Mr. Whitehead, Mr. Ede, the Telegraph,  
and even our dear old Granny, unite to "write  
you down an ass."

THE San Francisco Call says that whatever  
may be the feeling of Eastern Canada regarding  
Chinese immigration, the sympathies of British  
Columbia, which is more in more contact with  
the yellow-skinned race, are not favorable.  
Representative of that section of the Dominion  
has given notice of his intention to introduce a  
bill raising the poll-tax from \$50 to \$100, but  
also providing that after four months from  
the passing of the bill Chinese immigration  
shall cease altogether into Canada. A measure  
of this prohibitive character might suit counter-  
to England's notions of what relations with  
China should be, as she is under foreign treaties  
has had her own way in similar legislation,  
acquiescence would follow in this instance also.  
We on this coast would welcome such legisla-  
tion, as there is too good reason to believe that  
many Chinese find their way into the United  
States across the Canadian border.

THE competitors in the great boxing tournament  
at the Kowloon Hotel to-morrow night have all  
been under strict training for some time, and  
are now as fit as fiddlers, which promises well for  
the quality of the sport to be afforded. The  
men meet in the evening, and the contest will be  
weight, skill, and pluck. Mr. C. Robinson, the  
promoter of the contest, has spared neither  
trouble nor expense to provide a programme  
such as will bring out the best of the Hongkong  
talent, which has not yet been seen by the  
public to any great extent while the prepara-  
tions for the accommodation and comfort of  
the patrons are most complete. We should  
advise all lovers of the "good old game" who  
have not already secured tickets to do so as  
soon as possible, as the general demand is  
great. Launches will leave Pedder's Wharf  
at 8.15 and 8.30 p.m. The programme, rather  
a heavy one, will be got through with all possible  
promptness, and the launches will remain at  
Kowloon until the conclusion of the show.

Mrs. Youngwife—Jack, mother says she wants  
to be cremated.

Jack—All right. Tell her to put on her things  
and I'll take her down at once!

At the Magistracy to-day before Mr. Woodhouse  
James West, a quarter-master of the P. & O.  
Steamship Surai, was convicted of theft from  
passengers, and sentenced to a fine of £5 or six  
weeks imprisonment. He went "up."

By to-day's exchanges it appears that all is now  
quiet in Pahang, and several gunboats are still  
lying off the mouth of the river. The Orang  
Kaya is waiting till they go away. The Straits  
papers echo the public opinion that the British  
Resident of Pahang, Mr. Rogers, has proved his  
unfitness for the post, and should be removed.  
Mr. Maxwell, now Acting Colonial Secretary in  
the Straits, is expected to succeed him.

SAYS the Sydney Bulletin:—The manager of a  
West Australian bank has started a Young  
Men's Christian Association at Perth. We have  
every reason to believe that the bank is never-  
theless thoroughly sound and the manager  
above suspicion, but if we had any money  
on deposit we would wake up that bank  
at midnight and get it out, or else sit on  
the doorstep with a sandwich to keep us  
till the office opens in the morning. The  
Y.M.C.A. business has proved fatal to so many  
banks that we always leave our money, when  
we have any, with an infidel now.

DISCUSSING the possibility of war over the  
Behring Sea, a San Francisco paper remarks  
that "Great Britain could, if necessary, concen-  
trate a large fleet of warships at Victoria in a  
short time. On the China station alone, there  
are at present twenty-four English vessels of all  
grades. The largest and most formidable of these  
is the twin screw ironclad Imperieuse of 8,400  
tons. There are also torpedo boats and a number  
of third-class gunboats besides the cruisers.  
In addition to these and the regular war  
ships stationed at Esquimaux there are always  
numbers of merchant steamers along the upper  
coast and in Puget Sound waters that can be  
called into requisition as transports should they  
be required. Then the Canadian Pacific  
steamers, of which there are three, are of modern  
naval architecture, whose armament is stored at  
Vancouver ready to be shipped at short notice.  
The cruiser along the southern coast and on  
the Australian station would materially help to  
swell the fleet for active service."

A FIRE broke out on Saturday night about 9.45  
in some matted beds at the corner of Causeway  
Bay, at Tong Lo Wan. A Chinaman, living in  
a small hut, was about to go to bed, and while  
making a preliminary search for—well, say  
mosquitoes—about his couch, with a small lamp,  
he managed to set the curtain on fire. At once  
the whole cabin was in a blaze, and two very  
large new matted beds near by, full of matting  
material, also got on fire. An immense bonfire  
was the result, which alarmed many in the town,  
for the position is on fire, or the houses stores  
in the vicinity. The whole force of the  
brigade, and the Shropshire Regiment brigade  
and engine also turned out, but as there was, of  
course, no chance of saving the burning structures  
their services were not needed; the Wanchai  
fire standing by to keep the flames from  
spreading to the adjacent buildings. The fire  
burned brightly until after one o'clock, when it  
died of natural exhaustion. The property  
belonged to a mailman named Wong Ping,  
and was not insured. Total loss, about \$400.

THE North China Daily News comments  
strongly on the evil, exposed in Mr. Justice  
Clarke's judgment in the Torrington case,  
which was published in full, and should be  
classed as a masterpiece. Our contemporary  
goes on to speak of "the Assistant Harbour  
Master, Commander Hastings, R.N., who, like  
nearly every official in Hongkong, held an acting  
appointment, that of Marine Magistrate, but  
who seems to be as devoid of any ordinary  
idea of justice, as he is ignorant of a magis-  
trate's powers. This seems a strong language, but  
it is the simple effect of Mr. Clarke's judgment.  
The men were all put in the dock together, with  
no one to speak for them, and they received  
sentences of 10 and 14 days' imprisonment,  
though no act of disobedience was proved; and  
it was left to the captain to pay them what he  
liked, with what deductions he chose to make,  
and to discharge them, although by their  
articles they were entitled to a passage  
back to the "Canton" result. Most unjust  
and most dissatisfying result. Mr. Clarke is  
found for the crew, with costs, though he can  
not compensate them for the imprisonment they  
had wrongly suffered. The Hongkong Tele-  
graph writes strongly about Commander Hastings'  
action in this, and in another case in the Police  
Court, but (says the Daily News) it seems to be  
justified in saying—"The only thing open for  
Mr. Hastings is to ask to be released from his  
false position, as a man with a conscience  
and a sense of duty, and to resign his commis-  
sion as a magistrate. He is probably the most con-  
science man in the Service—surely no human being,  
with a human heart, could wish to continue in a  
position which has already been shown to cause  
hardship and injustice to the most helpless of  
victims. For every case that comes to light there  
are probably ten that are never known of, and he  
who would willingly go on in this course is no  
man."

MEETING OF THE LEGISLATIVE  
COUNCIL.

A meeting of the Legislative Council was held  
this afternoon, the members present—H. E.  
Sir W. Robinson, K.C.M.G., Governor; Mr. G.  
T. M. O'Brien (Colonial Secretary); Mr. W.  
M. Goodman (Attorney-General); Mr. F. A.  
Cooper (Director of Public Works); Mr. F. H.  
Stewart (Lockhart (Registrar-General)); Mr. F. H.  
May (Acting Colonial Treasurer); Comr. R.  
Murray Rumney (Harbour Master); Messrs. T.  
H. Whitehead, C. P. Chater, E. R. Bellis, and  
Ho Kai.

MINUTES.

The minutes of the last meeting were read  
and confirmed.

THE MANILA LOTTERY.

Mr. Bellis gave notice to ask at the next  
meeting—"Will the Government inform the  
Council as to the number of convictions  
and the description of punishment inflicted for  
buying and selling Manila lottery tickets in  
the Colony since the Gaming Ordinance of 1891  
has been enforced? He explained that the  
object of his question was to ascertain if the  
police were doing their duty, seeing the im-  
portance of state of most people in the Colony,  
in checking a very serious drain of money from  
the Colony.

SUPERINTENDENT OF WATER POLICE.

In accordance with notice given at the last  
meeting Mr. Whitehead asked—

With reference to the notification No. 26  
to the Government Gazette of 29th June, 1891,  
notifying the appointment of Commander W.  
C. H. Hastings as Superintendent of the Water  
Police, will the Government inform the  
Council—1. If Commander Hastings has yet

assumed the duties of that office. 2. If not,  
has Commander Hastings received any emolu-  
ments pertaining to the office in addition to free  
residential quarters, Tsim Tsa Tui, &c.? 3. If  
so, what do they amount to, and what is the  
estimated value of the free quarters, &c.? 4. Is  
Commander Hastings still drawing any emolu-  
ments in respect of the office, and if so how  
much? 5. If Commander Hastings has not  
yet assumed the duties of the office, what does  
the Government intend to do in respect of the  
post? 6. Will the Government lay on the  
table any papers pertaining to the creation of  
the appointment, and the non-performance of  
the duties of the office by Commander Hastings?

The Colonial Secretary.—The hon. member's  
question comprises six questions. The answer  
to the first question is "no." The second ques-  
tion is a little difficult to answer satisfactorily.  
Before he was appointed Superintendent of  
Water Police, Captain Hastings drew a salary of  
\$2,640 per annum. In view of his appointment  
as Superintendent of the Water Police, this  
Council voted him a salary of  
\$3,000 per annum, and he has since  
drawn that salary. Meanwhile, the Secretary of  
State gave his sanction to the voting of salary  
at the rate of \$3,000, irrespective of whether he  
continues to hold that post or does not. The  
third question is partly answered by what I have  
said on the second as to the rate of salary. The  
value of the free quarters is about \$70 per  
month. In reply to the fourth question, I have  
to state that Capt. Hastings draws and will  
continue to draw, under the arrangement I  
have described, the \$3,000 per annum. He  
has ceased to be Superintendent of Water  
Police and has received three months' notice  
to vacate the quarters. As to the fifth question, I  
have to state that the duties of the office are  
being discharged by the Inspector of Water  
Police, and in reference to the sixth question, I  
now beg to lay on the table copies of the  
following documents—(1) Mr. Hastings' applica-  
tion, April







## Commercial.

**LATEST QUOTATIONS.**  
 Hongkong and Shanghai Bank.—95 per cent. prem., sellers.  
 The National Bank of China, Ltd.—on £5.00, paid up.—26 1/2 per cent. dis., sellers.  
 The National Bank of China, Ltd.—Founders' shares, \$200 per share, buyers.  
 The Bank of China, Japan & the Straits, Ltd.—\$64 per share, sellers.  
 The Bank of China, Japan & the Straits, Ltd.—Founders' shares, £25 per share, sellers.  
 Chinese Imperial Loan of 1884 B.—2 1/2 per cent. premium, buyers.  
 Chinese Imperial Loan of 1884 C.—2 per cent. premium, buyers.  
 Chinese Imperial Loan of 1886 E.—14 per cent. premium.  
 Union Insurance Society of Canton.—\$88 per share, buyers.  
 China Traders' Insurance Company.—\$51 per share, buyers.  
 North China Insurance.—11s. 2 1/2 per share, sellers.  
 Canton Insurance Company, Limited.—\$102 per share, sellers.  
 Yangtze Insurance Association.—\$102, nominal.  
 On Tai Insurance Company, Limited.—11s. 150 per share.  
 Hongkong Fire Insurance Company.—\$80 per share, sellers.  
 China Fire Insurance Company.—\$83 per share, buyers.  
 Hongkong, Canton, and Macao Steamboat Co.—\$33 per share, sellers.  
 China and Manila Steam Ship Company.—33 per share, buyers.  
 Indo-China Steam Navigation Company, Limited.—30 per cent. discount, sellers.  
 Douglas Steamship Company.—\$36 per share, buyers.  
 The Steam Launch Co., Limited.—nominal.  
 Hongkong and Whampoa Dock Company.—\$81 per cent. premium, sales and buyers.  
 Geo. Fenwick & Co., Limited.—\$14 1/2 per share, sellers.  
 Hongkong Hotel Company.—\$40 per share, sellers.  
 Hongkong Hotel Co.'s Six per cent. Debentures.—\$50.  
 The Austin Arms Hotel and Building Company, Limited.—\$7 per share, sellers.  
 The Shamen Hotel Co., Limited.—\$10 per share, sellers.  
 Punjion and Sanghalee Samantun Mining Co.—90 cents per share, sellers.  
 The Raub Gold Mining Co., Limited.—55 cents per share, sellers.  
 Imvut, Mining Co., Limited.—\$1.75 per share, sales and buyers.  
 The Belmont Gold Mining Co., Limited.—nominal.  
 Tongkin Coal Mining Co.—\$320 per share, sellers.  
 The Jelabu Mining and Trading Co., Limited.—\$5.80 per share, sellers.  
 The Selama Tin Mining Co., Limited.—20 cents per share, buyers.  
 London and Pacific Petroleum Co., Ltd.—£3.10 sales and sellers.  
 China Sugar Refining Company, Limited.—\$137 per share, sellers.  
 Luon Sugar Refining Company, Limited.—\$35 per share, buyers.  
 A. S. Watson & Co., Limited.—\$164 per share, sales and sellers.  
 Crickbank & Co., Limited.—\$10 per share, buyers.  
 Hongkong Dairy Farm Co., Limited.—\$53 per share, buyers.  
 The Kowloon Land Investment Co., Limited.—\$10 1/2 per share, sellers.  
 The Hongkong Land Investment Co., Limited.—\$61 per share, sellers.  
 The West Point Buildings Co., Limited.—\$32 per share, sellers.  
 The Labuk Planting Co., Limited.—\$2 per share, sales.  
 The China-Borneo Co., Limited.—nominal.  
 H. G. Brown & Co., Limited.—\$33 per share, sellers.  
 Hongkong and Kowloon Wharf and Godown Company.—\$51 per share, sales and buyers.  
 Hongkong Rope Manufacturing Company, Limited.—\$104 per share, sellers.  
 Hongkong Gas Company.—\$120 per share, nominal.  
 Hongkong Ice Company.—\$70 per share, sellers.  
 Hongkong and China Bakery Company, Limited.—\$65 per share, sellers.  
 The Hongkong Brick and Cement Co., Limited.—\$10 per share, nominal.  
 The Green Island Cement Co.—\$8 1/2 per share, sellers.  
 The Hongkong Electric Light Co., Limited.—\$44 per share, buyers.  
 The Hongkong Steam Laundry Co., Limited.—\$25 per share, nominal.  
 The Hongkong High-Level Tramway Co., Limited.—\$50 per share, sellers.

**ON LONDON.—Bank, T. T. 100/100**  
 Bank Bills, on demand ..... 2/0  
 Bank Bills, at 4 months' sight ..... 2/0  
 Credits at 4 months' sight ..... 2/0  
 Documentary Bills, at 4 months' sight ..... 2/0  
**ON PARIS.—**  
 Bank Bills, on demand ..... 3/30  
 Credits, at 4 months' sight ..... 3/30  
 On India, T. T. .... 220  
 On Demand ..... 220 1/2  
**ON SHANGHAI.—**  
 Bank, T. T. .... 72  
 Private, 30 days' sight ..... 72 1/2

## VISITORS AND RESIDENTS AT THE HONGKONG HOTEL.

Mr. & Mrs. Armstrong, Mr. H. Moberghaus, Miss Armstrong, Captain Nicholson, Mr. H. B. Austin, Mr. J. C. Oswald, Mr. R. J. Bennett, Captain and Mrs. Pitt, Major Blakesley, R.H.A., Mr. G. S. Quill, Mr. R. Bright, Mr. and Mrs. Raynaud, Miss Burwell, Mr. J. J. Ruben, Count and Countess A. Butler, Hon.ble Sir Julian Salomons, G.C., Mr. A. Butler, Mr. C. Schultz, Major & Mrs. Chapman, Mr. F. Sheen, Mr. & Mrs. Cohen, Mr. & Mrs. Simpson, Mr. S. N. Cohen, Mr. & Mrs. Simpson, Mr. & Mrs. Devlin, Mr. & Mrs. Simpson, Mr. G. Zwick, Mr. & Mrs. Simpson, Mr. C. F. B. Forde, Mr. & Mrs. Simpson, Hon. W. M. Goodman, Mr. & Mrs. Simpson, Col. and Mrs. Graham, Mr. & Mrs. Simpson, Rev. and Mrs. Howell, Mr. & Mrs. Simpson, Major H. M. Hughes, Mr. & Mrs. Simpson, Mr. Kelt, M.D., Mr. & Mrs. Simpson, Mr. F. Layburn, Mr. & Mrs. Simpson, Lieut. B. Liebert, Mr. & Mrs. Simpson, Mr. Jas. Leje, Mr. & Mrs. Simpson, Mr. & Mrs. Lord, Mr. & Mrs. Simpson, Mr. R. L. Lynch, Mr. & Mrs. Simpson, Mr. & Mrs. Webb, Mr. & Mrs. Simpson, Mr. C. A. Mithland, Mr. & Mrs. Simpson, Mr. J. MacGregor, Mr. & Mrs. Simpson, Mr. T. Mitchell, Mr. & Mrs. Simpson, Mr. E. A. Messer, Mr. & Mrs. Simpson.

## MAILS EXPECTED.

**THE AMERICAN MAIL.**  
 The P. & O. S. N. Co.'s steamer *City of Rio de Janeiro*, with the American mail of the 18th instant left Yokohama on the 22nd instant at 6 p.m., and may be expected here on or about the 28th.

**THE INDIAN MAIL.**  
 The steamer *Lightning*, from Calcutta, left Singapore on the 24th instant, and may be expected here on the 1st proximo.

**THE CANADIAN MAIL.**  
 The Canadian Pacific Railway Co.'s steamer *Empress of India*, from Vancouver, left Yokohama on the 21st instant for Kobe, Shanghai and Hongkong.

**STEAMERS EXPECTED.**  
 The P. & O. S. N. Co.'s steamer *Thalys*, from Bombay left Singapore on the 20th instant at 6 p.m., and may be expected here on the 27th.  
 The D. D. R. steamer *Daphne*, from Hamburg, left Singapore on the 20th instant, and is due here on the 27th.  
 The Austrian Lloyd's S. N. Co.'s steamer *Martha Teresa*, from Trieste, left Yokohama on the 22nd instant at 5 p.m., and is expected here on the 29th.  
 The P. & O. S. N. Co.'s steamer *Guadaloupe* left Bombay on the 14th instant, and may be expected here on the 2nd proximo.  
 The P. & O. S. N. Co.'s steamer *Tokoro* left Bombay on the 20th instant, and may be expected here on the 8th proximo.  
 The P. & O. S. N. Co.'s steamer *Canton* left London on the 11th instant for this port.

## Shipping.

**ARRIVALS.**  
 SEA SWALLOW, British schooner, 312, Master, 23rd April.—Bangkok 11th March, Timber.—Order.  
 ELER, German steamer, 747, M. Jensen, 23rd April.—Canton 23rd April, General.—Lee Wing.  
 BENJAMON, British steamer, 1754, A. W. S. Thomson, 24th April.—Singapore 18th April, General.—Gibb, Livingston & Co.  
 BENJOL, British steamer, 183, R. Farquhar, 24th April.—Saloon 20th April, Rice.—Woo & Co.  
 TETARTOS, German steamer, 1778, W. Breiting, 24th April.—Karatu 18th April, Coal.—Slemssen & Co.  
 FREY, Danish steamer, 397, C. L. Strand, 24th April.—Pakhol and Holbow 23rd April, General.—Arnold, Karberg & Co.  
 FLINTSHIRE, British steamer, 3278, Dwyer, 24th April.—Singapore 18th April, General.—Dodwell, Carill & Co.  
 TOONAN, Chinese steamer, 908, J. Wallace, 24th April.—Canton 24th April, General.—C. M. S. N. Co.  
 NANCHANG, British steamer, 1062, R. Finlayson, 24th April.—Canton 24th April, General.—Butterfield & Swire.  
 CANTON, British steamer, 1710, T. Sellar, 24th April.—Canton 24th April, General.—Jardine, Matheson & Co.  
 ESMERALDA, British steamer, 665, G. A. Taylor, 24th April.—Manila 22nd April, General.—Sheehan & Co.  
 TAIRANG, British steamer, 1205, H. Hogg, 24th April.—Shanghai 20th April, and Swatow 23rd, General.—Jardine, Matheson & Co.  
 WAKEFIELD, British steamer, 1772, Sheldrake, 25th April.—Saloon 21st April, Rice and Paddy.—Gibb, Livingston & Co.  
 HUYER, British steamer, 1847, G. Quill, 25th April.—Amoy, and Swatow 24th April, General.—Butterfield & Swire.

**CLEARANCES AT THE HARBOUR OFFICE.**  
 Nanchang, British steamer, for Swatow.  
 Sunghang, British steamer, for Amoy, &c.  
 Frey, Danish steamer, for Swatow.  
 Decima, German steamer, for Saigon.  
 Flintshire, British steamer, for Nagasaki.  
 Active, Danish steamer, for Halphong.  
 Pakshan, British steamer, for Swatow.

**DEPARTURES.**  
 April 24, *Africa*, British steamer, for Macao, for Darwin and Melbourne.  
 April 24, *Albatross*, British str., for Shanghai.  
 April 24, *Albatross*, British str., for Saigon.  
 April 24, *Rio*, German steamer, for Saigon.  
 April 24, *Kuon Mo*, British str., for Macao.  
 April 24, *Doris*, German steamer, for Canton.  
 April 24, *Thalys*, British str., for Swatow, &c.  
 April 24, *Albatross*, German str., for Hobei, &c.  
 April 25, *Prism*, British steamer, for Shanghai.  
 April 25, *Sunghang*, British str., for Amoy, &c.  
 April 25, *Elia*, German steamer, for Saigon.  
 April 25, *Peking*, German steamer, for Shanghai.  
 April 25, *Ching-Ping*, Chinese str., for Shanghai.  
 April 25, *Decima*, German str., for Saigon.  
 April 25, *Taitung*, British str., for Canton.

**PASSENGERS.—ARRIVED.**  
 Per *Emeralda*, str. from Manila.—Mr. and Mrs. Macnab and 3 children, Dr. C. L. Snyder, and 27 Chinese.  
 Per *Singhai*, str. from Saigon.—Mr. Philipp, and 29 Chinese.  
 Per *Freya*, str. from Pakhol & Co.—25 Chinese.  
 Per *Benjamon*, str. from Singapore.—Capt. Johnson, and 36 Chinese.  
 Per *Wakefield*, str. from Saigon.—25 Chinese.  
 Per *Flintshire*, str. from Singapore.—Mr. and Mrs. Tonkin, Captain Gedge, Messrs. F. Week, J. Murray, P. Cole, and 10 Chinese.  
 Per *Taitung*, str. from Shanghai, &c.—Sergeant J. J. J. and 98 Chinese.  
 Per *Huyet*, str. from Amoy, &c.—89 Chinese.

**DEPARTED.**  
 Per *Thalys*, str. for Amoy.—Messrs. T. G. G. and 27 Chinese.  
 Per *Aden*, str. from Hongkong for Singapore.—Mr. T. Barradas, for Port Said.—Miss Howard, 2 daughters and son, Mr. J. J. and infant, Miss Shadgett and 3 children, and Mr. W. V. Anderson, from Shanghai, &c., London.  
 Mr. and Mrs. Hertz, Mrs. McFarlane, a child and infant, Mrs. A. McCallum and child.

**REPORTS.**  
 The British steamer *Emeralda* reports that she left Manila on the 22nd instant. Had fine weather throughout, and strong easterly winds in the Mediterranean sea, with calm and light air.

The British steamer *Benjamon* reports that she left Singapore on the 18th instant. Had fine weather throughout, and strong easterly winds in the Mediterranean sea, with calm and light air.

## Post Office.

**A MAIL WILL CLOSE.**  
 For Swatow.—Per *Pakshan* to-morrow, the 26th instant, at 7.30 A.M.  
 For Singapore and London.—Per *Myrmidon* to-morrow, the 26th instant, at 10.30 A.M.  
 For Straits, Colombo, and Bombay.—Per *Thalys* to-morrow, the 26th instant, at 11.30 A.M.  
 For Macao, Fort Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney, and Melbourne.—Per *Tokoro* to-morrow, the 26th instant, at 1.30 P.M.  
 For Swatow and Shanghai.—Per *Canton* to-morrow, the 26th instant, at 2.30 P.M.  
 For Shanghai.—Per *Tokoro* on Tuesday, the 26th instant, at 3.30 P.M.  
 For Amoy and Manila.—Per *Don Juan* on Wednesday, the 27th instant, at 1.30 P.M.  
 For Singapore.—Per *Hisperia* on Wednesday, the 27th instant, at 3.30 P.M.  
 For Europe, &c., India via Bombay.—Per *Pakha* on Thursday, the 28th instant, at 11 A.M.  
 For Yokohama and San Francisco.—Per *Oceanic* on Thursday, the 28th instant, at 0.30 P.M.  
 For Singapore, Penang, and Calcutta.—Per *Chelidra* on Friday, the 29th instant, at 11.30 A.M.  
 For Nagasaki, Kobe, and Yokohama.—Per *Vesta* on Friday, the 29th instant, at 5 P.M.  
 For Europe, &c., India via Bombay.—Per *Frederick* on Saturday, the 30th instant, at 5 P.M.

**MAILS BY THE BRITISH PACKET.**  
 The British contract packet *Pakha* will be despatched on Thursday, the 28th instant, with mails for the United Kingdom, Europe and countries beyond, via Brindisi, to the Straits Settlements, Netherlands India, Burma, Ceylon, Aden, Egypt, Malta, and Gibraltar.

**MAILS BY THE UNITED STATES PACKET.**  
 The United States mail packet *Oceanic* will be despatched on Thursday, the 28th instant, with mails for Japan, San Francisco, the United States, Canada, Honolulu, Peru &c., which will be closed as follows:—  
 0.15 P.M. Registry closes.  
 0.30 P.M. Post Office closes, but correspondence may be posted on board the packet with late fee of 10 cents extra postage until the time of departure.

**MAILS BY THE GERMAN PACKET.**  
 The German contract packet *Frederick* will be despatched on Saturday, the 30th instant, with mails for the United Kingdom, Europe and countries beyond, via Brindisi, to the Straits Settlements, Netherlands India, Burma, Ceylon, Aden, Egypt, Malta, &c.  
 Registry closes at 4 P.M.  
 The mail closes at 5 p.m. (a supplementary mail will be closed on Sunday, the 1st May, at 9 A.M.)

The usual hours will be observed in closing the mails, &c.  
 The Post Office declines all responsibility for registered letters containing bank notes, gold, or jewellery, and where registration has been neglected, will make no enquiry into alleged losses of such letters.

## SHIPPING IN HONGKONG

**STRAMERS.**  
 ACTIV, Danish steamer, 355, H. Hygom, 21st April.—Halphong and Holbow 20th April, General.—R. Mary.  
 CHILYDRA, British steamer, 2417, Cass, 22nd April.—Calcutta 6th April, Penang 17th, and Singapore 16th, General.—Jardine, Matheson & Co.  
 DONAR, German steamer, 1015, R. Grundmann, 22nd April.—Saloon 18th April, Paddy.—Weller & Co.  
 DON JUAN, Spanish steamer, 654, R. Beltran, 23rd April.—Manila 20th April, General.—Brindley & Co.  
 FANK, British steamer, 117, Captain McIsaac, 23rd April.—Hongkong Government order.  
 FORMOSA, British steamer, 674, T. Hall, 17th April.—Tampel 11th April, Amoy 12th, and Swatow 16th, General.—D. Lapralle & Co.  
 GLUCKSBURG, German steamer, 918, E. Thomson, 23rd April.—Penang, via Singapore 14th April, and Holbow 22nd, General.—D. Lapralle & Co.  
 HALLOW, British steamer, 783, J. S. Rosch, 23rd April.—Tampel 11th April, Amoy 12th, and Swatow 16th, General.—D. Lapralle & Co.  
 KONG BING, British steamer, 862, Jackson, 24th April.—Proboling 11th April, Sugar.—Butterfield & Swire.  
 MONKUT, British steamer, 879, Geo. Anderson, 24th April.—Bangkok 11th April, and Koh-chang 13th, General.—Yuen Fat Hong.  
 MYRMIDON, British steamer, 1850, R. Nelson, 24th April.—Shanghai 20th April, General.—Butterfield & Swire.  
 NORMANTIA, British steam-yacht, 287, R. Humphries, 4th April.—from St. Malo.—D. Lapralle & Co.  
 OCEANIC, British steamer, 1808, W. M. Smith, 19th April.—San Francisco 24th March, and Yokohama 14th April, Mails and General.—O. & O. S. S. Co.  
 FAKHAM, British steamer, 835, J. Jenkins, 21st April.—Saloon 17th April, Rice.—Hop & Co.  
 FRIMROCKSHIRE, British steamer, 1716, G. Elliott, 20th April.—Saloon 16th April, Rice and Paddy.—Dodwell, Carill & Co.  
 PILOT FIRE, British steamer, 161, A. Stapan.—Hongkong and Whampoa Dock Co.  
 TAIWICK, German steamer, 903, N. Emke, 22nd April.—Canton 22nd April, General.—Meyer & Co.  
 THURIA, Austrian steamer, 1789, F. Kosevich, 22nd April.—Shanghai 16th April, General.—D. Sassoon, Sons & Co.  
 TORONTO, British steamer, 1169, Geo. R. Berwick, 22nd Feb.—Hamburg, via Toronto 31st January, Coal and General.—Dodwell, Carill & Co.

**SAILING VESSELS.**  
 ALPINE, British barque, 390, T. Munro, 24th March.—Singapore 22nd January, Timber.—Weller & Co.  
 GARZIL, German bark, 335, J. Owen, 16th April.—Freemantle 10th Feb., Sandalwood.—Slemssen & Co.  
 ICHBERG, American ship, 2131, W. F. Treat, 11th April.—New York 15th Sept., Kerosene Oil.—O. & O. S. S. Co.  
 J. WHEAT, German bark, 250, G. Schindler, 17th March.—Juliet, Marina Islands via Yap and Esp. General.—Slemssen & Co.  
 JOHNSON, American ship, 1100, Smithwick, 15th Jan.—New York 15th August, Kerosene Oil.—Order.  
 STEPHENS, Norwegian schooner, 192, A. Amundsen, 16th April.—Freemantle 10th March, Sandalwood.—Gibbs & Co.  
 WILK, British American ship, 1598, R. B. Wilk, 21st April.—New York 15th Sept., Kerosene Oil.—Jardine, Matheson & Co.

**Intimations.**  
**THE IMPERIAL HOTEL LTD.**  
 C. S. ARTHUR, MANAGER.  
 TOKIO, JAPAN.

## THE FINEST HOTEL IN THE EAST.

(Under the distinguished patronage of the Imperial Household.)

THIS fine hotel is situated within five minutes' drive of the terminus of the Yokohama-Tokyo Railway and is in near proximity to the Imperial Palace, the Parliament House and the Chief Public Offices.

There are no inside rooms, thus securing well lighted, ventilated and cheerful accommodations. The Cuisine cannot be surpassed, and the aim of the management is to provide for the comfort and pleasure of the guests. The attractions of Tokyo are countless, and the religious and floral festivals being of daily occurrence are to be seen at their best and on a grander scale than in any other portion of Japan. All the noted actors, wrestlers and jugglers make the capital their headquarters.

RATES, \$3 TO \$4.50 PER DAY. C. S. ARTHUR, Manager.

## Mails.

**OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.**  
 TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

**THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.**

**PROPOSED SAILINGS FROM HONGKONG.**  
*Oceanic* to-morrow, Thursday, 28th April.  
*Galle* to-morrow, Saturday, 21st May.  
*Belgie* to-morrow, Tuesday, 14th June.

**THE "OCEANIC"**  
 will be despatched for San Francisco, via Yokohama, on THURSDAY, the 28th April, at 1 P.M. Connection being made at Yokohama with Steamers from Shanghai and Japan Ports.

**RATES OF PASSAGE.**  
 From Hongkong, First-class.  
 To San Francisco, Vancouver, Victoria, Esquimaux, New Westminster, Port Townsend, Seattle, Tacoma, Portland, O.—\$225.00  
 To Liverpool and London ..... 325.00  
 To Paris and Bremen ..... 345.00  
 To Havre and Hamburg ..... 335.00  
 Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers.

**RATES OF PASSAGE TO OVERLAND CITIES. FIRST CLASS.**

DESTINATION.	30 day Tickets.	Continuous Trip Tickets.
Kansas City, Mo., Omaha, Neb.	285.00	291.50
St. Louis, Mo.	292.50	299.00
St. Paul, Minn., Minneapolis, Minn.	292.50	299.00
Chicago, Ill.	292.50	299.00
Milwaukee, Wis.	292.50	299.00
Cincinnati, Ohio	304.25	304.25
Columbus, Ohio	304.25	304.25
Cleveland, Ohio	304.25	304.25
Toronto, Canada	304.25	304.25
Detroit, Mich.	304.25	304.25
Cleveland, Ohio	304.25	304.25
Pittsburg, Penn.	304.25	304.25
Niagara Falls, N.Y., Buffalo, N.Y.	304.25	304.25
Washington, D.C., Baltimore, Md.	304.25	304.25
Philadelphia, Penn.	304.25	304.25
New York	304.25	304.25
Boston, Mass.	304.25	304.25
Portland, Maine	304.25	304.25

All the above Rates are in Mexican Dollars.  
 Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Service, to European Officials in service of China and Japan, and to Government officials and their families.  
 Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.  
 Return Tickets.—First Class.—Prepaid return tickets to San Francisco will be issued at following rates:—  
 4 months ..... \$337.50  
 12 months ..... \$397.50

Time is reckoned from date of issue to date of re-embarkation at San Francisco.  
 Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 per cent. from Return Fare. This allowance does not apply to Through Tickets from China and Japan to Europe.  
 Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Pacific Coasts of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.  
 Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day, all Parcel Packages should be marked to arrive in full, value of same is required.  
 Consular Invoices to accompany Cargo destined to ports beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.  
 For further information as to Passage or Freight, apply to the Agency of the Company, No. 72, Queen's Road Central.

J. S. VAN BUREN, Agent.  
 Hongkong, 7th April, 1892.

## NOTICE.

**JRY'S SANITARY COMPOUNDS COMPANY, LIMITED.**  
**JRY'S WOOD PRESERVER OR ANTISEPTIC PAINT.**

THE undersigned have this day been appointed SOLE AGENTS for the sale of these PERFECT DISINFECTANTS, and are prepared to supply quantities to suit purchasers, at Wholesale Prices. Extra Special terms for Shipping and Large Orders.  
 Sir ROBERT RAWLINSON, C.B., C.E., Chief Sanitary Engineer, Local Government Board, London, says:  
 "It is the best Disinfectant in use."  
 W. G. HUMPHREYS & Co., Bank Buildings, Hongkong, 19th June, 1892.

**THE BANK BUILDINGS.**  
 QUEEN'S ROAD, (above Messrs. Danks, Bro's. of China, Ltd.)  
**CONSULTATION FREE.**  
 Hongkong, 17th July, 1892.

## Mails.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE, CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG, 1892.

(SUBJECT TO ALTERATION.)  
*Empress of India*, Saturday, May 7th.  
*Empress of Japan*, Saturday, May 28th.  
*Empress of China*, Saturday, June 18th.

**THE R. M. S. "EMPERESS OF INDIA,"**  
 Lieut. O. P. Marshall, R.N.R., Commander, sailing at Noon, on SATURDAY, the 7th May, 1892, with Her Majesty's Mails, will proceed to VANCOUVER, via SHANGHAI, inland Sea, KOBE and YOKOHAMA.

**RATES OF PASSAGE.**  
 (In Mexican Dollars.)  
 FROM HONGKONG, FIRST CLASS.

TO:	Prepaid return.	4 mos.	12 mos.
Vancouver, Victoria, Esquimaux, New Westminster, B.C., Port Townsend, Seattle, Tacoma, Wash., San Francisco, Calif., Portland, Ore., San Francisco, Calif., Winnipeg, Man., To Minneapolis, St. Paul, Duluth, Minn., Chicago, Ill., Kansas City, St. Louis, Mo., Milwaukee, Wis., Detroit, Mich., Cleveland, Columbus, O., Hamilton, London, Toronto, Ont., Buffalo, Niagara Falls, N.Y., Kingston, Ottawa, Ont., Montreal, Quebec, Que., New York, Albany, Troy, Rochester, N.Y., Baltimore, Md., Philadelphia, Pittsburg, Pa., Washington, D.C., Boston, Mass., Portland, Me., Halifax, N.S., St. John, N.B., Liverpool and London via L. & N. Y. P. & O. Co., Faria, via Liverpool and London, Havre, via Liverpool and London, Bremen, Hamburg.	225	338	594
San Francisco, Calif.	255	385	447
Portland, Ore.	275	415	482
Chicago, Ill.	295	435	499
St. Louis, Mo.	295	435	517
Milwaukee, Wis.	295	435	534
Detroit, Mich.	295	435	534
Cleveland, Columbus, O.	295	435	534
Hamilton, London, Toronto, Ont.	295	435	534
Buffalo, Niagara Falls, N.Y.	295	435	534
Kingston, Ottawa, Ont.	295	435	534
Montreal, Quebec, Que.	295	435	534
New York, Albany, Troy, Rochester, N.Y.	295	435	534
Baltimore, Md.	295	435	534
Philadelphia, Pittsburg, Pa.	295	435	534
Washington, D.C.	295	435	534
Boston, Mass.	295	435	534
Portland, Me.	295	435	534
Halifax, N.S.	295	435	534
St. John, N.B.	295	435	534
Liverpool and London via L. & N. Y. P. & O. Co.	295	435	534
Faria, via Liverpool and London	295	435	534
Havre, via Liverpool and London	295	435	534
Bremen	295	435	534
Hamburg	295	435	534

2nd class steamer and 1st class on rail, and 2nd class steamer and rail, also Storage. Fares and Rates to other places, quoted on application. The Steamers call at Victoria to land and embark passengers.

Return Tickets.—Time limit for prepaid return ticket is reckoned from date of issue to date of re-embarking at Vancouver. Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers.

Special rates (first-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in service of China and Japan, and to Government officials.

"CARGO"—Through Bills of Lading issued by Japan Pacific Coast Ports, and to Canadian and United States Ports.  
 Consular Invoices of Goods for United States Ports should be in quadruplicate, and one copy must be sent forward by the steamer to the care of D. E. Brown, Assistant General Freight and Passenger Agent, Canadian Pacific Railway, Vancouver, B. C.  
 Parcels must be sent to the Company's Office with address marked in full by 5 P.M. on the day previous to sailing.  
 For further information as to Passage or Freight apply to

E. HOLLOWAY